

Highland Parkway FAQ's

What is the purpose of a bicycle boulevard?

To improve bicycle travel by providing a bicycle specific facility on a roadway that:

- Has a low vehicle traffic volume.
- Discourages use of the roadway by non-local motor vehicle traffic.
- Has a distinctive look that communicates to the vehicle that they should expect bicycles on the roadway.

What is the impetus for implementing a bicycle boulevard on Highland Parkway/Edgecumbe Road?

- The current impetus for evaluating Highland Parkway/Edgecumbe Road for any type of bicycle facility is the Non-Motorized Transportation Pilot Program (NTP) being administered by Transit for Livable Communities (TLC).

What is the NTP?

- The Non-Motorized Transportation Pilot Program or NTP was established in 2005 as part of transportation bill known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). Minnesota Congressman James Oberstar, the new chairman of the House Transportation and Infrastructure Committee, championed the inclusion of this pilot program in the federal legislation. The law can be found on the web at: <http://www.fhwa.dot.gov/safetealu/index.htm>.
- The law provides \$21.5 million each to four communities nationwide. The money is distributed, in the form of grants, to four pilot communities across the nation: Columbia, MO; Marin County, CA; Minneapolis/Adjoining communities, MN; Sheboygan County, WI. The communities selected will explore how investments in planning, infrastructure, and public education can increase the use of bicycling and walking. The four selected communities will also study the impact of those investments on traffic congestion, energy use, health, and the environment.
- Although the program in Minnesota primarily focuses on Minneapolis, consideration is given to projects that improve bicycle, transit, and pedestrian access into and out of Minneapolis.
- For the Minneapolis area funds, the grant funds are administered by TLC.

What is TLC?

- TLC is a non-profit organization that works to encourage transportation using alternative modes such as biking, walking and transit.

- All decisions related to the NTP are made by the TLC Board of Directors while working closely the Federal Highway Administration (FHWA), the Minnesota Department of Transportation (MnDOT), and the Metropolitan Council.
- A citizen advisory committee advises the Board on implementation of the program. The committee includes representatives from neighborhood organizations, non-profits, small businesses, citizen, elected officials, and agency partners. To find out more go to <http://www.tlcmnnesota.org/Resources/NTP%20Program/bwtc.html>.

What basic parameters are reviewed prior to deciding on whether or not a roadway would be a good candidate for becoming a bicycle boulevard?

Items analyzed include, but are not necessarily limited to:

- The amount of commercial access on the corridor and the number of high traffic generators.
- The traffic volume experienced along the corridor.
- The posted speed limit (lower is better).
- The usable lane width. For the purposes of this FAQ, usable lane width is defined as the amount of roadway available for vehicle or bicycle travel. Usable lane width does not include the area of the roadway used for parking.
- The amount of stop signs or other intersection controls.
- The route continuity.
- The number and type of major street crossings.
- The presence/absence of traffic calming elements such as bump-outs, medians, etc.

Is Highland Parkway/Edgecumbe Road part of a phased project?

- Yes. The Highland Parkway/Edgecumbe Road portion of the project is the first phase of what is planned as a two phase project. The second phase proposes to install bike lanes on Jefferson Avenue from Lexington Parkway to West 7th Street with connections to other bicycle facilities using on-road treatments such as bicycle boulevards. These treatments would be implemented on Jefferson from West 7th Street to Shepard Road via Duke Street and also on Jefferson from West 7th Street to St. Clair Avenue via Colborn, Grace and Western. Assuming the first phase is implemented, an application to TLC for the second phase would be made for 2009 NTP funds.

Why was Highland Parkway/Edgecumbe Road chosen over another route?

Highland Parkway/Edgecumbe Road was chosen because:

- There is a general lack of east/west bicycle specific facilities in the southern half of the City as indicated in the bicycle [map](#).
- Completion of the Highland Parkway/Edgecumbe Road bicycle boulevard and the Jefferson Avenue bike lanes would provide a continuous on-street facility from

Minneapolis to regional facilities on Shepard Road and to St. Paul's West Side neighborhood.

- Highland Parkway is closer to the Ford Bridge connection into Minneapolis than other east/west routes (except Ford Parkway).
- The corridor is not a commercial corridor.
- The corridor has a lower traffic volume than other adjacent major streets such as Jefferson, Randolph, and Ford Parkway.
- The speed limit can be reduced as part of project.
- The corridor has a favorable usable lane width.
- Highland Parkway is continuous from MRB to Edgumbe Road.
- The corridor has few intersections, relative to the overall length of the corridor, with controls on the desired through movement. In the case of Highland Parkway the desired through movement is east/west.
- Other traffic calming elements such as medians and bump-outs currently exist along the corridor.

What are the limits of the project?

- For this first phase, the western limit of the project is Mississippi River Boulevard and the eastern limit of the project is Lexington Parkway via Edgumbe Road.

What is the route of the project?

The route for this phase of the project is:

- On Mississippi River Boulevard (MRB) from Ford Parkway to Highland Parkway.
- On Highland Parkway from MRB to Edgumbe Road.
- On Edgumbe Road from Highland Parkway to Edgumbe Road.
- On Edgumbe Road from Edgumbe Road to Lexington Parkway.
- See attached [map](#).

What are the traffic volumes for Highland Parkway/Edgumbe Road corridor?

- Twenty-four hour counts were made at various locations along Highland Parkway and Edgumbe Road. Daily volumes, peak hour volumes and the hour the peak occurred are as follows:

Street On	Between	Date Data Taken	24-Hour Volume (vehicles)	Peak Hourly Volume (vehicles)	Peak Volume Time
Highland Pkwy.	Mount Curve & Cretin Ave.	4/16/08 – 4/18/08	1,443	156	17:00 - 18:00
Highland Pkwy.	Cretin Ave. & Cleveland Ave.	4/16/08 – 4/18/08	1,982	262	17:00 - 18:00
Highland Pkwy.	Sumner St. & Fairview Ave.	4/16/08 – 4/18/08	1,901	220	17:00 - 18:00

Highland Pkwy.	Wheeler St. & Davern St. ₁	4/16/08 – 4/18/08	1,898	212	17:00 - 18:00
Highland Pkwy.	Macalester St. & Roy St.	4/16/08 – 4/18/08	2,215	332	16:00 - 17:00
Highland Pkwy.	Hamline Ave. & Snelling Ave. ₂	7/24/06	3,525 ₃	459	16:00 - 17:00

1. This stretch was incorrectly reported in the NTP application as Highland Parkway west of Cleveland.
2. Bike lanes currently exist on this stretch of Highland Parkway and as such will not have the bicycle boulevard pavement messages installed.
3. This count was incorrectly reported in the NTP application as 8,525.

What is the volume of bicycle traffic on Highland Parkway?

- Current bike volume counts are unavailable.

What does the project include?

The project includes:

- Pavement makings such as the one seen [here](#).
- Install additional, or replace existing, Street Name signs that indicate Highland Parkway is a [bicycle boulevard](#).
- Install Destination/Directional signs that identify the neighborhood and the [boulevard](#).
- Reducing the speed limit along the on Highland Parkway/Edgecumbe Road from 30 MPH to 25 MPH.
- Install sidewalks
 - On the south side of Highland Parkway from Syndicate Street to Ridge Street.
 - On the north side of Highland Parkway from Griggs Street to Edgecumbe Road.
 - On east and west sides of Edgecumbe Road from Highland Parkway to Scheffer Avenue.
- 100% NTP funding to pay all project costs.

What is not included in the project?

The project does not include:

- Changing curb lines. Existing curb lines will remain where they are.
- Elimination of parking. Existing parking will not be eliminated.
- Intersection traffic control will not be changed. Signal(s) or stop signs will not be added.
- Bike lanes Highland Parkway between Snelling and Hamline will not be changed.

What is the total cost of the project and what is the breakdown of the total cost?

- The cost as submitted to TLC is \$250,000.
- The breakdown of the cost can be seen in the linked [NTP Budge Form](#).

If the Highland Parkway Bicycle Boulevard does not move forward, can the funds appropriated by TLC for the bicycle boulevard be used for something else?

- No. If the funds are not used for the bicycle boulevard project the money will go back to TLC for redistribution to another project.

What is the anticipated impact to bicycle, pedestrian and vehicle traffic volumes as well as vehicle speeds on Highland Parkway as a result implementing a bicycle boulevard?

- It is anticipated with the implementation of the proposed project that bicycle traffic will increase. What the bicycle volume increase will be is not known.
- It is anticipated with the implementation of the proposed project that pedestrian traffic at the east end of the corridor will increase. What the pedestrian volume increase will be is not known.
- With respect to vehicles, since the bicycle boulevard concept is new to this area the impact of the proposed project cannot be determined unequivocally to be one way or another. It is anticipated, however, based on similar situations elsewhere in the country that the volume of vehicle traffic will decrease. How much the decrease will be depends on other impediments to the through movement of vehicle traffic along the corridor. The desired result of implementing a project such as a bicycle boulevard would be to see a decrease in the amount of pass-through traffic.
- It is well documented by communities with bicycle boulevards that implementing a bicycle boulevard decreases vehicle speeds. Additionally, decreasing the posted speed limit from 30 MPH to 25 MPH will also help reduce speeds along the corridor.

What are the safety impacts that would result from the implementation of the proposed project?

- National research indicates that there is no direct correlation between implementing a bicycle boulevard and an increase in accidents or a decrease in safety.
- [International research](#) indicates that the safety of the bicyclist increases with an increase in the number of bicycles along any one corridor.

What is the schedule for the project and when is a decision needed from the neighborhood?

- In order to construct the project next year, a recommendation by the neighborhood to the City as to whether or not they would like the project to move

forward should be made by the end of November. The full City Council would then make their decision in December.

Are there other sources of information on bicycle boulevards?

Yes, at the following links.

City of Berkely, CA: [Office of Transportation](#)

City of Portland, OR: [BikePortland.org » Bicycle Boulevards](#)

Federal Highway Administration: [Lesson 18: Shared Roadways](#)

Institute of Transportation Engineers: [Institute of Transportation Engineers -- ITE](#)

City of Oakland, CA: [City of Oakland - Official City Website](#)